



Vision Zero Technical Advisory Committee Meeting #3 Summary

**Thursday, November 14, 2015, 1:00 - 2:30 p.m.
Hawthorne Room, 8th floor, Portland Building (1120 SW 5th Ave)**

Next meeting: February 18, 2016

Committee members present:

Scott Batson, PBOT
Becky Bodonyi, Multnomah County
Teri Brady, Portland Public Schools
Anthony Buczek, Metro
Wendy Cawley, PBOT
Nick Fortey, FHWA
Kate Frietag, ODOT
Carlos Hernandez, PBOT
Dan Layden, PBOT
Walt McAllister, ODOT
Kate McQuillan, Multnomah County
Kirk McEwen, PBOT
Young Park, TriMet
Greg Raisman, PBOT
Robert Voepel, Portland Police
Sharon White, PBOT
Jody Yates, PBOT

PBOT project staff present:

Margi Bradway, Division Manager
Gabe Graff, Operations & Safety Section
Manager
Clay Veka, Program Manager
Matt Ferris-Smith, Hatfield Fellow

Consultants present:

Catherine Ciarlo, CH2M Hill
Kate Drennan, CH2M Hill
Scott Mansur, DKS
Ben Chaney, DKS

HIGH CRASH NETWORK PRESENTATION

Scott Mansur, project consultant, presented refined data analysis of the High Crash Network. The data presentation can be found at:

<http://www.portlandoregon.gov/transportation/article/561290>.

The updated analysis expands beyond the current ten identified high crash corridors and considers the top 25 crash corridors and top 30 crash intersections that make up the Core High Crash Network. The Core High Crash Network makes up 7% of Portland street centerline miles but account for 42% of all fatal and serious crashes.

In addition to the Core High Crash Network, Scott presented the Bike High Crash Network and the Pedestrian High Crash Networks, providing new insights into the highest crash corridors and intersections for vulnerable users.

Recognizing that there are roadway characteristics that contribute to high rates of serious and fatal crashes on Portland streets, the project team conducted a risk analysis. The risk analysis identified roadways that share characteristics with the Core High Crash Network streets, but do not have the high serious and fatal crashes. This risk analysis provides the opportunity to proactively address potential high crash street segments.

The project team developed a heat map of alcohol serving establishments that have been cited by the OLCC for over-serving alcohol to customers. The heat map may be a helpful tool for developing strategic outreach and education with alcohol-serving establishments in the highest over-serve areas.

Finally, Scott shared a map of data collected from the crowdsourced NearlyKilled.Me website, as well as the top contributing factors to the "close calls" that were identified by the reporting participants.

TAC members were asked to help distill the data in various ways:

- Determine the right number of corridors and intersections to include in the Core High Crash Network that is presented to the Vision Zero Task Force.
- Refine the name of the crash network.
- Identify and prioritize actions to address crash concerns on the Core High Crash Network.
- Help review and refine Core, Ped and Bike High Crash Corridors.
- Help determine if the NearlyKilled.Me crowd-sourced data is helpful or should be discarded, and if helpful, how does it inform Vision Zero efforts?
- TAC members were asked to check in with the Task Force member from the agency they represent, sharing the Vision Zero actions their agency may collaborate on.

PBOT staff will be sending a follow-up email and survey to collect this feedback.

The following discussion, questions and comments from TAC members followed the presentation:

- Is the project team building an online database from which we can extract crash data?
- There was debate about the utility of the risk analysis. Some TAC members were concerned that it would distract from investing in corridors with existing high serious and fatal crash rates. Others thought it was a helpful tool to predict where serious crashes might take place and to be proactive with City investments. In addition, pedestrian and bicycle crash data may be under-reported, so the risk analysis would be another tool to understand possible serious crash segments of particular streets.
- Some members suggested that the City should infuse safety in every transportation project.
- Request to see corridors and intersections that just missed the High Crash Network lists.
- Recommendation to collect before and after crash data for projects to better understand what is effective and, therefore, what actions to prioritize.
- Consider system-wide treatments, as opposed to corridor-focused treatments.

Best Practices Small Group Exercise

Catherine Ciarlo, project consultant, introduced the Best Practices exercise and gave background on the draft best practices included in the small group exercise.

Four small groups were formed. Each group discussed actions in one of four areas: Policy & Legislative Practices, Collaborative Programs & Actions, Enforcement, Outreach & Education.

The discussion points from the four small groups are as follows.

POLICY & LEGISLATIVE PRACTICES

- Highest priorities: alcohol ignition interlocks, lower speed limits citywide, develop safety performance measures, supplement LOS standard, lower posted speeds on high crash corridors, identify crosswalk enhancements, license retesting/safety questions, funding for DISP program.
- Regarding alcohol interlocks: need to understand current usage and limitations in Oregon. This should be part of a larger category of more aggressive drunk driving tools.
- Is there research on the impact of allowing pre-payment for morning parking?
- Regarding safety performance measures: clarify and strengthen this language. Safety should be the highest priority when allocating project funding. The HCN should automatically be a priority.
- Partner with ODOT to amend policies so that safety is elevated to be on par with vehicle mobility standards (ideally, safety should be top).
- Consider strategies to reduce failure to yield and distracted driving beyond just increasing penalties.
- Additional actions:
 - Reduce statutory speed to 20 mph on local/residential streets (PBOT)
 - HSIP funding should go directly to local jurisdictions to boost flexibility, speed of change (FHWA)
 - More flexibility in use of federal funds to more specifically improve safety (FHWA)

COLLABORATIVE PROGRAMS & ACTIONS

- Highest priorities: establish a task force to track progress, produce an annual report, evaluate all fatal crashes and develop an interagency collision database
- Regarding evaluation of crash sites—focus on fatal crashes only
- Regarding reporting of drugs/alcohol – consider this a low priority, possibly remove
- Consider a DASH grant to assist with an interagency collision database
- Include county on meetings to review safety performance
- Include transit in a free-ride program for entertainment/over-serve areas. Use “TNC” instead of “ride-share.”
- Equipping City vehicles to record behavior should be a low priority; consider clarifying or removing.
- Additional actions:
 - Pre- and post-evaluation of safety projects
 - Promote transit as a way home
 - Include bridge safety, work with county
 - Enhance safety data by getting input from transit operators

ENFORCEMENT

- Red light camera program acts as a “force multiplier”— expands reach of existing police enforcement.
- Combine “focus on traffic citations” with action to train officers to recognize marijuana impairment.
- An education and high-visibility component should be included in the speed camera program.
- Explore innovative strategies to encourage positive behavior.
- Secure additional funding and staffing for traffic enforcement.
- Enforcement of over-service establishments should be aggressive and vigorous. OLCC and PPB should collaborate on enforcement in over-serve areas.

OUTREACH & EDUCATION

- Regarding outreach campaigns, what does the literature say about effectiveness of various strategies and messages? Featuring victims or families helps to personalize the message. What data do we have on distracted driving?
- Move two actions to the policy section: making driver education mandatory, safety training for for-hire drivers
- NHTSA is a source of information on increasing visibility of pedestrians and bicyclists (e.g. daylighting intersections)
- Additional actions:
 - Consider outreach to older adults regarding when to stop driving. AARP has “55 and Alive” campaign. Partner with Elders in Action and AARP.
 - For current drivers, provide education on new road designs.
 - How can we expand partnerships with Portland Public Schools?
 - Add DMV kiosk in every DMV office with an optional safety test, post it online, and ask fun questions.
 - DMV needs to update drivers’ manual to include more on safety.
 - Safety campaign around speed.
 - PPS school bus driver training: add more on pedestrian, bike safety.